

Appendix B Bowes Controlled Parking Zone Extended Zone Boundary - April 2019



Bowes Controlled ZONE
Mon - Fri
10 am - 1 pm

single yellow lines, matching zonal control hours, marked across existing dropped kerbs

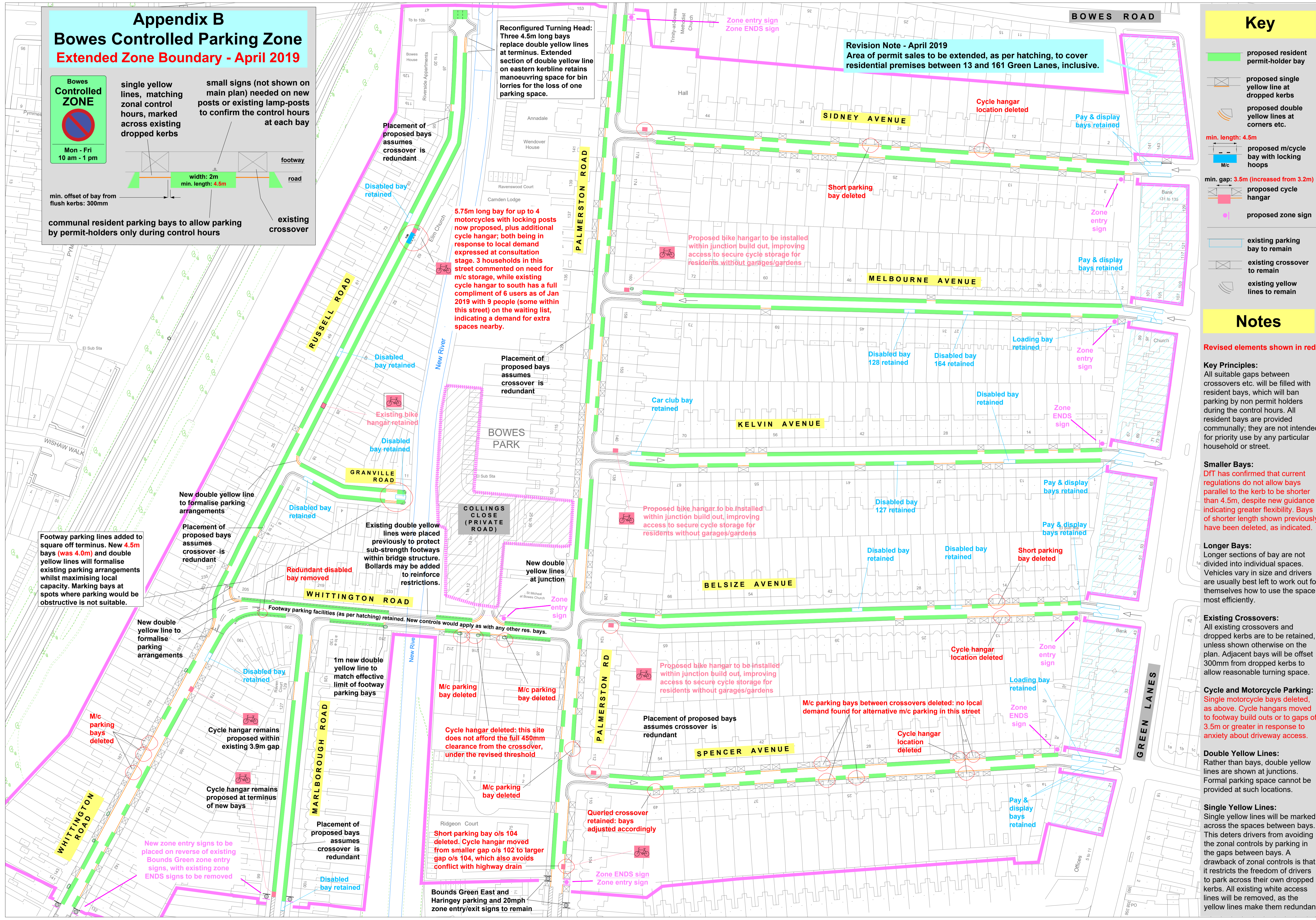
small signs (not shown on main plan) needed on new posts or existing lamp-posts to confirm the control hours at each bay

width: 2m
min. length: 4.5m

min. offset of bay from flush kerbs: 300mm

communal resident parking bays to allow parking by permit-holders only during control hours

existing crossover



Reconfigured Turning Head:
Three 4.5m long bays replace double yellow lines at terminus. Extended section of double yellow line on eastern kerbside retains manoeuvring space for bin lorries for the loss of one parking space.

Revision Note - April 2019
Area of permit sales to be extended, as per hatching, to cover residential premises between 13 and 161 Green Lanes, inclusive.

5.75m long bay for up to 4 motorcycles with locking posts now proposed, plus additional cycle hangar; both being in response to local demand expressed at consultation stage. 3 households in this street commented on need for m/c storage, while existing cycle hangar to south has a full compliment of 6 users as of Jan 2019 with 9 people (some within this street) on the waiting list, indicating a demand for extra spaces nearby.

Footway parking lines added to square off terminus. New 4.5m bays (was 4.0m) and double yellow lines will formalise existing parking arrangements whilst maximising local capacity. Marking bays at spots where parking would be obstructive is not suitable.

New double yellow line to formalise parking arrangements

Placement of proposed bays assumes crossover is redundant

Existing double yellow lines were placed previously to protect sub-strength footways within bridge structure. Bollards may be added to reinforce restrictions.

New double yellow lines at junction

Footway parking facilities (as per hatching) retained. New controls would apply as with any other res. bays.

1m new double yellow line to match effective limit of footway parking bays

M/c parking bay deleted

Cycle hangar deleted: this site does not afford the full 450mm clearance from the crossover, under the revised threshold

M/c parking bay deleted

Short parking bay o/s 104 deleted. Cycle hangar moved from smaller gap o/s 102 to larger gap o/s 104, which also avoids conflict with highway drain

Bounds Green East and Haringey parking and 20mph zone entry/exit signs to remain

Placement of proposed bays assumes crossover is redundant

Queried crossover retained: bays adjusted accordingly

Zone ENDS sign

Proposed bike hangar to be installed within junction build out, improving access to secure cycle storage for residents without garages/gardens

M/c parking bays between crossovers deleted: no local demand found for alternative m/c parking in this street

Cycle hangar location deleted

Pay & display bays retained

Placement of proposed bays assumes crossover is redundant

Proposed bike hangar to be installed within junction build out, improving access to secure cycle storage for residents without garages/gardens

Disabled bay 128 retained

Disabled bay 164 retained

Pay & display bays retained

KELVIN AVENUE

BELSIZE AVENUE

SPENCER AVENUE

SIDNEY AVENUE

MELBOURNE AVENUE

RUSSELL ROAD

GRANVILLE ROAD

WHITTINGTON ROAD

MARLBOROUGH ROAD

PALMERSTON ROAD

PALMERSTON RD

BOWES ROAD

GREEN LANES

Key

- proposed resident permit-holder bay
- proposed single yellow line at dropped kerbs
- proposed double yellow lines at corners etc.
- min. length: 4.5m
- proposed m/cycle bay with locking hoops
- min. gap: 3.5m (increased from 3.2m)
- proposed cycle hangar
- proposed zone sign
- existing parking bay to remain
- existing crossover to remain
- existing yellow lines to remain

Notes

Revised elements shown in red.

Key Principles:
All suitable gaps between crossovers etc. will be filled with resident bays, which will ban parking by non permit holders during the control hours. All resident bays are provided communally; they are not intended for priority use by any particular household or street.

Smaller Bays:
DfT has confirmed that current regulations do not allow bays parallel to the kerb to be shorter than 4.5m, despite new guidance indicating greater flexibility. Bays of shorter length shown previously have been deleted, as indicated.

Longer Bays:
Longer sections of bay are not divided into individual spaces. Vehicles vary in size and drivers are usually best left to work out for themselves how to use the space most efficiently.

Existing Crossovers:
All existing crossovers and dropped kerbs are to be retained, unless shown otherwise on the plan. Adjacent bays will be offset 300mm from dropped kerbs to allow reasonable turning space.

Cycle and Motorcycle Parking:
Single motorcycle bays deleted, as above. Cycle hangars moved to footway build outs or to gaps of 3.5m or greater in response to anxiety about driveway access.

Double Yellow Lines:
Rather than bays, double yellow lines are shown at junctions. Formal parking space cannot be provided at such locations.

Single Yellow Lines:
Single yellow lines will be marked across the spaces between bays. This deters drivers from avoiding the zonal controls by parking in the gaps between bays. A drawback of zonal controls is that it restricts the freedom of drivers to park across their own dropped kerbs. All existing white access lines will be removed, as the yellow lines make them redundant.